

Appendix 2 Tables – TfL Bus network review changes to buses running through the city.

This appendix covers all routes running through the City that are affected by the TfL network review. Some of the changes are within City boundary and some are at other locations on the route, the table states where the impact occurs. TfL comments column states the reasons for change.

| Table 1 Proposed Withdrawal to Bus Services | | | | |
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| Route | Current Route | TfL Proposed Route | City route impact | TfL Comments |
| 4 | Between Archway and Blackfriars Station | To maintain key connections, we propose to make changes to bus routes 56, 236 and 476 | The route is proposed to be removed through the City. | Buses in this area have excess space on board and these proposals would help reduce this while still ensuring customers can get to the destinations they need This would also simplify the network and ensure our bus services run as efficiently as possible |
| 11 | Between Fulham and Liverpool Street | To maintain key connections, if route 11 no longer ran, we propose to make changes to bus routes 26, 211 and 507 | The route is proposed to be removed through the City. | Buses in this area have excess space on board These proposals would help reduce excess while ensuring customers would still get to the destinations they need to This would also simplify the network and ensure our bus services run as efficiently as possible |
| N11 | Between Ealing Broadway and Liverpool Street | Route N11 would no longer run. To maintain key journey connections, we propose to: • extend route N26 from Trafalgar Square to Victoria • Introduce a new night service N507 between Ealing | The route is proposed to be removed through the City. | Fewer people are using night buses in this area Withdrawing route N11 would allow us to reinvest resources where they are needed more |

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| | | Broadway and Trafalgar Square | | |
| 78 | Between Shoreditch High Street Station and St Mary's Road | Route 78 would no longer run. To maintain key connections, we propose to: • Extend route 388 from London Bridge to Peckham Bus station | The route is proposed to be removed through the City. | Withdrawing route 78 and extending route 388 from London Bridge to Peckham Bus station would help to better match bus capacity with customer demand between Shoreditch and Tower Bridge Road, in the 42 and 78 bus route areas It would also rationalise and simplify the network by reducing the number of parallel routes, while retaining key journey links between Peckham and Shoreditch. |
| 242 | Between Homerton Hospital and Aldgate Station | Route 242 would no longer run. To maintain key connections, we propose to: • Extend route 135 between Aldgate East Station and Homerton Hospital | The route is proposed to be removed through the City. | Customer travel patterns are changing and buses between Aldgate East and Old Street are underused Making changes to route 135 enables the withdrawal of route 242, and creates new journey links without the need to change bus between Homerton Hospital and the Isle of Dogs |
| N242 | Between Homerton Hospital and Tottenham Court Road | Route N242 would no longer run. Route N135 would be a direct replacement, following the same line of route as the N242 | The route is proposed to be removed through the City. | Renumbering route N242 to N135 would help simplify the night service network, making it easier for customers to understand |

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| 521 | Between Waterloo Station and London Bridge Station | Route 521 would no longer run | The route is proposed to be removed through the City. | There is less demand for buses between Waterloo, Holborn, and Euston. There is also less demand for buses between London Bridge, Liverpool Street / St Pauls. |
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| Table 2 Proposed Changes to Bus Services - All services running through the city, which are changing, and note on whether the City part of the route is altered. | | | | |
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| Route | Current Route | Proposed Route | City route impact | TfL Comments |
| 15 | Between Trafalgar Square and Blackwall | Between Trafalgar Square and Blackwall | The route is affected through the City with no service on Mansell Street which is a minor change | We want to re-route the 15 in this way to make it easier for customers to change to other bus routes, such as the 115 at Aldgate bus station |
| 26 | Between Waterloo and Hackney Wick | Between Victoria and Hackney Wick | The route is not affected through the City, but will no longer run from Waterloo. The 59 will run through Waterloo to St. Paul's. | There are more bus services running in the Aldwych/Waterloo area than are needed by customers. By withdrawing route 11 and restructuring other routes, we would more closely match capacity with demand and would be able to use our bus service resources in the places they are needed more |
| 43 | Between London Bridge and Friern Barnet | Between Liverpool Street and Friern Barnet | The route is affected through the City with no service from London Bridge to Moorgate | Bringing route 43 back to Moorgate from London Bridge and extending it to Liverpool Street Station would enable us to better match bus capacity with customer demand between London Bridge and Moorgate |
| 47 | Between Shoreditch High Street and Bellingham | Between London Bridge and Bellingham | The route is affected through the City with no service from Shoreditch High Street to London Bridge | Buses running between London Bridge and Shoreditch have excess space on board. These proposals would help reduce excess while ensuring customers would still get to the destinations they need to. A proposed extension of route 388 would help provide same stop interchange on Tooley Street for trips to Shoreditch |

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| 56 | Between St Bartholomew's Hospital and Whipps Cross | Between Blackfriars and Whipps Cross | The route is affected through the City with no service to Giltspur Street but would service St Bart's from King Edward Street. | Buses in the area between St Pauls and St Bartholomew's run with excess space on board These proposals would help reduce excess while ensuring customers would still get to the destinations they need to This would also simplify the network and ensure our bus services run as efficiently as possible |
| 59 | Between Euston and Clapham Park | Between St Paul's and Clapham Park | This route is proposed to service the City from Clapham Parking servicing through Waterloo | Re-routeing the 59 to terminate at Clapham Park would provide new direct links between Clapham Park and Kennington, Waterloo, and Holborn. Passengers travelling between these locations would experience quicker journey times and would no longer need to change between bus routes in future |
| 100 | Between St Paul's/King Edward Street and Shadwell | Between St Paul's/King Edward Street and Bethnal Green | The proposed route changes do not impact the City | This proposal intends to keep journey links between Wapping and Bethnal Green provided by route D3, if route were to be rerouted |
| 133 | Between Liverpool Street and Streatham | Between St Bartholomew's Hospital and Streatham | The route is affected through the City from Liverpool Street to London Bridge, the route is proposed to service London Bridge to Giltspur Street (St. Barts) | There is less demand for buses between London Bridge and Liverpool Street Rerouting the 133 at Monument removes excess capacity while keeping direct journey opportunities between London Bridge and Cheapside – St Bartholomew's. The reroute would also restores the link between areas south of Borough and Bank |
| 135 | Between Crossharbour Asda and Moorfields Eye Hospital | Between Crossharbour Asda and Homerton Hospital | The route does affect the City, the service is proposed to be routed to Homerton Hospital. The service will no longer run along Bishopsgate. | Customer travel patterns are changing and buses between Aldgate East and Old Street are underused Rerouting the 135 makes better use of our resources as this would create new journey links without the need to change bus between Homerton and the Isle of Dogs. Changes to route 135 would also mitigate against the removal of route 242 if it were to no longer run |

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| 205 | Between Paddington and Mile End | Between Parliament Hill Fields and Mile End | The route is not affected through the City | Re-routeing the 205 would help to better match capacity to demand It would also rationalise and simplify the network on the Euston Road corridor while retaining key journey links It would replace links currently provided by route 214 between Parliament Hill Fields and Old Street if this route were to change It would also create new journey links between the Mile End/Whitechapel/Liverpool Street areas and the Camden Town/Kentish Town/Highgate Road areas |
| 214 | Between Highgate Village and Finsbury Square | Between Highgate Village and Pimlico | The route is not affected through the City | Re-routeing the 214 would replace links currently provided by route 24 between Camden Town and Trafalgar Square to Pimlico if it were to no longer run It would also replace links currently provided by route 88 between Parliament Hill Fields and Parliament Square, if this were re-routed New links would be provided between the Kentish Town/Great Portland Street/Oxford Street/Piccadilly Circus areas and the Victoria Street/Pimlico areas |
| 343 | Between Aldgate and New Cross Gate | Between Tower Gateway Station, Minories and New Cross Gate | Minor alterations to the route it will now service from Tower Gateway Station instead of Aldgate | Plans to cut route 343 back to Tower Gateway from Aldgate better match capacity to demand |
| 388 | Between London Bridge and Stratford City | Between Peckham Bus Station and Stratford City | The route is not affected through the City | Plans to extend route 388 to Peckham would help to mitigate the proposed withdrawal of route 78 As such, the number of times customers would need to change between buses in the future would be limited Extending route 388 from London Bridge to Tower Bridge Road, City Hall would retain a same stop interchange between Tooley Street and Shoreditch for journey links lost on route 47 if it were to no longer run to Shoreditch |

Table 3 Proposed Changes to Night Bus Services All services running through the city, which are changing, and note on whether the City part of the route is altered.

| Route | Current Route | Proposed Route | City route impact | TfL Comments |
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| N15 | Between Oxford Circus and Romford | Between Oxford Circus and Romford | The route is not affected through the City. No change to the service, the service will be part of passenger transfers onto the N15 and N26 from the N507 as the N11 is proposed to be removed. | We propose to re-route the N15 (as well as the day service on route 15) in this way to make interchanging with other services at Aldgate bus station simpler This is a minor proposal designed to assist customers when changing bus |
| N26 | Between Charing Cross and Chingford | Between Victoria and Chingford | The route is not affected through the City. Proposed route extension west from Charing Cross to Victoria. | This proposal would provide new journey opportunities and enable us to use our resources more efficiently |
| N133 | Between Liverpool Street and Morden | Between St Bartholomew's Hospital and Morden | The route does change through the City. Mirrors the day service | This would simplify the night bus network by ensuring that the night bus route mirrors it's day route equivalent in central London |
| N135 | N242 (New Oxford Street towards Homerton Hospital) | Between New Oxford Street and Homerton Hospital | The route is not affected through the City. Replaces and renamed the N242 night service | It is proposed to withdraw the day service on route 242 and partially replace it with route 135. Renumbering the night service would keep the network as easy as possible for customers to understand |
| N205 | Between Paddington and Stratford | Between Parliament Hill and Stratford | The route is not affected through the City. Destination change | This proposal is intended to simplify the night bus network and better match bus capacity with customer demand |
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